

To-day's Advertisements.

BANQUE DE L'INDO-CHINE.
HONGKONG AGENCY.

UNDER instructions from the Board of Directors, I have To-day given over CHARGE of this Agency to Mr. L. ROGNON, L. DERIN DOAGUE, Acting Manager.
Hongkong, 11th April, 1901. [415c]

WANTED.

WANTED a man competent to approach the best people to solicit subscriptions. A good proposition to the right party. Apply by letter to

"D.G."

Care of this Office.

Hongkong, 11th April, 1901. [416c]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"THALES."

Captain Robson, will be despatched for the above Port, TO-MORROW, the 12th instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS LARPAK & Co., General Managers.

Hongkong, 11th April, 1901. [411c]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAICHING."

Captain Hall, will be despatched for the above Ports, on SATURDAY, the 13th instant, at Noon.

For Freight or Passage, apply to

DOUGLAS LARPAK & Co., General Managers.

Hongkong, 11th April, 1901. [417c]

Intimations.

EYE-SIGHT.

Mr. N. LAZARUS, Oculist-Optician, of London and Calcutta, may be consulted for SPECTACLES at 16, Queen's Road Central, (R. HOUGHTON & Co.) (Nearly opposite the HONGKONG HOTEL). Business hours:—9 A.M. to 5 P.M.

A GREAT proportion of cataracts and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes—the many years of 'Eye Strain' ending in serious forms of disease. Glasses specially adapted in youth to those requiring them save and preserve the sight. Constantly recurring headaches, spells of dimness when reading, weak eyes, the letters running together; any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure. Mr. LAZARUS supplies his SPECTACLES only after testing the sight. ADVICE FREE. [415b]

WANTED.

THREE or FOUR LADS to sell the

"HONGKONG TELEGRAPH."

LIBERAL COMMISSION PAID.

Apply Personally at

THIS OFFICE.

Hongkong, 11th January, 1901.

A. S. WATSON & Co., LIMITED.

ESTABLISHED A.D. 1841.

THE LEADING MANUFACTURERS OF AERATED WATERS IN THE FAR EAST.

THE MOST PERFECT SYSTEM OF FILTRATION

of the Water is employed, guaranteeing

ABSOLUTE PURITY, which is confirmed by repeated reports of the HIGHEST EXPERT AUTHORITIES.

WATERS Manufactured by us are acknowledged by the principal English makers to be EQUAL TO THOSE OF THEIR OWN PRODUCTION.

Manufactured under EXPERT ENGLISH SUPERVISION.

Special Terms to large consumers.

A. S. WATSON & CO. LIMITED.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the Editor, *The Hongkong Telegraph*, and not to the Editor of the *Telegraph*. Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff. Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith. While the columns of the *Hongkong Telegraph* will always be open for the fair discussion of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisers are requested to forward all notices intended for insertion in that day's issue not later than Three o'Clock on the day previous to the publication of the paper. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. The *Hongkong Telegraph* has the largest circulation of any English newspaper published in the Far East, and is therefore the best medium for Advertisers. Terms can be learnt on application.

DEATH.

At Knutsford, England, March 3rd, suddenly, JOSEPH FARBRIDGE HOLLIDAY, aged 58 years.

The Hongkong Telegraph

HONGKONG, THURSDAY, APRIL 11, 1901.

REUTER'S TELEGRAMS.

RUSSIA AND THE MANCHURIAN QUESTION.

LONDON, April 9th. In an amplified statement concerning Russia's attitude towards China, semi-officially published in St. Petersburg, it is declared that Russia is resolved to maintain the integrity of China, and that her only object in the recent negotiations was to secure guarantees for a peaceful construction of the railway.

RUSSIA AND JAPAN.

Several prominent political journals in Russia are already discussing the possibility of an armed collision between Russia and Japan.

BRITISH SOUTH AFRICA.

BOERS EVACUATE PIETERSBURG. Colonel Plumer has occupied Pietersburg, meeting with only slight opposition. The Boers evacuated their positions the previous night, exploding two truckloads of ammunition. Colonel Plumer captured two engines and forty trucks.

75 LANCERS AND YEOMANRY CAPTURED.

A detachment consisting of 100 men from the fifth Lancers and Yeomanry was attacked near Aberdeen by 400 Boers. After resisting from daybreak until eleven, they were surrounded and captured, 25 only escaping.

WEATHER REPORT.

The Observatory report says:—On the 11th at 12.5 p.m. the barometer has risen on the China coast, and pressure is high over N.E. China. The depression has probably reached S.E. Japan. Gradients moderate with fresh monsoon off the China coast. Forecast:—Fresh N.E. winds; dull, some rain.

LOCAL AND GENERAL.

We note that Mr. Paul Brewitt has been authorised to sign the firm name of Daryl & Co. per procurator.

MADAME ZAKIA's stay in the Colony is rapidly drawing to a close, so those desirous of consulting her should hurry up or they will be too late.

ON Saturday, the 13th inst. at 9 p.m. Mr. J. Lambert, will read a paper on "Liquid Fuel" at the Institution of Engineers and Shipbuilders of Hongkong.

A EUROPEAN or Eurasian matron for the Federal Home for Chinese Women and Girls, at Kuala Lumpur, Selangor, is required, vide advertisement appearing elsewhere.

We shall be obliged if any subscriber on receiving his paper late or irregularly will write on the Wrapper of the paper the Time of delivery, etc., and forward the Wrapper to the Manager, *Hongkong Telegraph Co., Ltd.*, 50 Queen's Road Central. The wrapper will enable us to check the delivery coolies.

We regret to announce the death of Mr. G. E. Noble, of the Hongkong and Shanghai Bank, whose connection with the institution was a long and valued one. Mr. Noble joined the Shanghai branch in 1866, and in 1889 became Chief Manager. In 1899 owing to ill-health he retired from the East, and served on the Committee in London. The flag on the bank buildings is flying at half-mast.

THE rain of the last few days has done an immense amount of good to the Cricket Ground, which has done a very bright and attractive coat of green to celebrate the advent of the rains. From the sixth to the ninth instant 4.86 inches of rain fell, and an inch represents a hundred tons of water to the acre, our readers will be able to calculate the weight of water which soaked us so thoroughly.

THE Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

Douglas Steamship Co. £25
C. Ewen £25
Wing Kee & Co. £25
China Export, Import and Bank Co. £25
B. L. & Co. £10
Anger & Co. £10
Hon. F. H. May £10
Hon. T. Sercombe-Smith £10
Francisco Tse Yat £10
Capt. C. W. Lloyd £10

THE King's approval of the production of triplets at one birth is of a rather subdued character. A donation of £2 has been received by the Rev. C. H. Hatfield, vicar of St. Philip's, Southport, from King Edward VII., for one of his parishioners, the wife of a groom, who had given birth to triplets, this being the first payment of "King's Bounty." It will be recalled that the Queen's bounty was £3. The market quotation has thus gone down very definitely.

ONE hears wonderful traveller's tales of the remarkable ability of the Chinaman as a carpenter and cabinet maker, but those resident in the Far East are well aware of the true state of the case. A correspondent informs us that he ordered 120 strips of wood the other day a quarter-of-an-inch square, and seventeen-and-a-half inches in length. The Celestial carpenter, although he had been shown the measurements on his own rule, brought the strips cut one-and-a-quarter inch square and varying in length fully half-an-inch. In the same manner, out of eight pages of glass cut to measure by a Chinaman to fit the drawers of a cabinet, all but three had to be discarded. A pretty fair average that!

ON or about the 1st of May proximo the Hongkong Telegraph Company, Limited, proposes to issue, supplementary to its regular issue, a special number of the *Hongkong Telegraph*, to be devoted to the interests of the Colony, Industrially, Commercially, Financially and in fact in every direction that in the opinion of the management will be of benefit to the Colony as a whole and to the people individually. A prominent feature of the enterprise will be a write-up in detail of the different business houses, plants and interests, shipping and others. It is hoped, as the edition will be limited, that those who desire copies of the paper for personal use or mailing purposes will send in their names and the number of papers desired, so that a number sufficient to fill the demand may be printed. To those who subscribe to this issue there will be no charge for the exploitation of their business in an attractive way. The price of the special number will be fifty cents. The compilation of the edition is in the hands of Mr. Dennison Gray, who will call upon any who may be interested with a full explanation of the style of the special issue.

AT THE MAGISTRACY.

NO LIGHTS. Four native boatmen were fined \$5 each for not exhibiting their lights.

THREE DOLLARS' WORTH OF FUN. A Malay seaman was fined \$3 for being too hilarious in a boarding house in Upper Lascar Row.

A SLEIGHT OF HAND PERFORMANCE. A Chinaman entered the shop of Messrs. Drex & Co. and asked to see a watch, which disappeared up his sleeve. His trick was a success and he now has a month in which to think it out thoroughly.

A GENERAL CLEANING. Inspector Hoggan arrested 31 Chinamen for neglecting to keep their houses in a cleanly and wholesome condition; fines of two dollars each were imposed.

THREE DOLLARS A ROUND! Three Chinamen were fined \$3 each for practising their fighting powers at Kowloon.

HARDLY WORTH IT! An Indian was given fourteen days for stealing a rickshaw apron, worth \$1.

ASSAULT AND ROBBERY. Two stone carriers appeared before Mr. Hazleland this morning for assaulting a woman in Kowloon and snatching two silver bangles, worth \$1.60, which they pawned and sold the ticket to a fruit hawker for a sugar cane costing thirty cents. The hawker sent a coolie to the pawn shop to redeem the bangles, but he was detained and handed over to the police. Both prisoners admitted the theft and the case was committed for trial at the Supreme Court.

THE PLAGUE.

Number of cases reported up till noon of the 10th April, 1901:—Chinese 9, Other Asiatics 2, Europeans 0.

Number of cases reported during the past 24 hours:—Chinese 6, Other Asiatics 0, Europeans 0.

Total number of cases reported to date: 103.

Number of deaths reported up till noon of the 10th April, 1901:—Chinese 9, Other Asiatics 2, Europeans 0.

Number of deaths reported during the past 24 hours:—Chinese 6, Other Asiatics 0, Europeans 0.

Total number of deaths recorded to date: 100.

SMALL-POX.

Number of cases reported up till noon of the 10th April, 1901:—Chinese 44, Other Asiatics 6, Europeans 10.

Number of cases reported during the past 24 hours:—Chinese 3, Other Asiatics 0, Europeans 0.

Total number of cases reported to date: 63.

Number of deaths reported up till noon of the 10th April, 1901:—Chinese 36, Other Asiatics 2, Europeans 2.

Number of deaths reported during the past 24 hours:—Chinese 2, Other Asiatics 0, Europeans 0.

Total number of deaths recorded to date: 42.

A WAR OFFICE BLUNDER.

A Liverpool telegram says:—An extraordinary War Office blunder has become known here. The War Office seem under the belief that the Liverpool Volunteers, who returned four months ago, are still in South Africa, as the new special service company raised is being kept waiting orders until the War Office has ascertained whether the company at the front requires strengthening.

THE FRENCH AT AMOY.

In a leading article, the *China Gazette* says:—

There cannot be the slightest doubt that the laying of a French cable from Amoy, under the protection of the cruiser *Desbarrie*, is a naval measure of great significance and importance. Such a cable can only be intended as a war cable, though whether the other end is a war cable we have yet to learn. Probably the connection will be made with Port Arthur and another with the Tongking lines at Cape St. James. Such a cable obviously indicates the French attitude in the struggle which is now regarded as all but inevitable between Russia and Japan. Of course we must not leave out of sight that France has long laid claims to Fuhkien. So also has Japan in recent years. In the event of war between Russia and Japan, France evidently intends to help the former by attacking the latter from the South, and is laying the cable without any regard to the conventions China has entered into with the Cable Companies, with a view to such a contingency. We have already pointed out the great disadvantages under which Japan labours in having no trustworthy cable communication of her own with the outside world, and in the event of war, unless she follows France's example and lands a cable at some point of China, she is liable to be telegraphically isolated in the event of hostilities. Of course she has not hitherto been able in the face of China's telegraph treaties, to help herself, but she may do it now that France has so kindly shown the way. The French warships, which left here the other day ostensibly for the north, have been met by incoming vessels steaming south, and Amoy is probably the destination. The tug-boats and lighters would come in very handy for landing in Fuhkien the French troops whom we are told are shortly leaving Shanghai. The French intention is evidently to forestall Japan in getting possession of both sides of the Formosa channel. We may thus find an explanation of the sudden conversion of Kulangsu into an international port.

TRAVELLER'S TALES.

The Right Reverend Henry Codman Potter, D.D., LL.D., etc., Bishop of New York, who was lately on a tour through the Orient, has, says the *Straits Times*, been exercising his talent of originality before American audiences in a pleasing slander on the Englishmen of Singapore. In view of the Bishop's high episcopal dignities, and the fact that he is not only the son of one bishop but also the nephew of another, it is possible that Heaven knows where he gleaned his alleged facts. It is certain that we do not. But to proceed with the relative status quo of Englishman and native in Singapore, as set forth by the Right Rev. Potter in a recent lecture, we quote from that lecture for what it is worth:—"When I visited China about a year ago," says he, "I was greatly impressed with the fact that always and everywhere intercourse with the orientals by English-speaking people was attended with violence. As an instance," continues the Bishop, "I was riding one day in a jinricksha in Singapore, looking for a certain banking house, which I wished to visit. In a great square I saw an Englishman and a Chinese, and I was directed to the house. Dismissing my jinricksha man and jumping to the ground, I asked him what I owed him. He told me one rupee. He had carried me about four miles. 'Thief!' said the Englishman, addressing the man, at the same time knocking him down. 'You only owe the fellow eight annas,' he politely informed me. I, however, gave the jinricksha man the rupee which he had demanded of me, and passed on. I wondered that the English reign had survived so long in the East under such violent treatment of the natives." Now Bishop Potter will excuse the *Straits Times* if it calls the attention of his flock to the fact that his apparent regard for circumstantial accuracy of detail has demonstrated all too plainly his carelessness in the matter of observing the truth.

We have a jinricksha in Singapore but no annas or rupees. In Indian ports they have annas and rupees but no jinrickshas. "Si non e vero" etc. has lived many a good year over a slippery place; but to think of the possibility of a "Si non e vero" creeping into the yam of a bishop—the action of a veritable house of bishops!—Well, perhaps there is a mistake somewhere.

WOMEN OFFICIALS.

Cannot we have some Unofficial Ladies on, say, the Sanitary Board or the Legislative Council? The usually staid and business-like reports might then be more entertaining matter for the general reader. This, from a London paper of March 1st, sounds amusing:—

There is excellent entertainment provided for the public at large—at the ratepayers' expense—by the Levisham Board of Guardians. A week or two ago Mr. Moran, an active lady member of the board, "exchanged words" with another member, Major West. Things got to such a pitch that the lady finally questioned the right of the major to his military title.

The major expressed his willingness to produce his commission if Mrs. Moran would show him her marriage certificate, a condition which she repelled as "insulting."

Yesterday Mrs. Moran was again in attendance, and interrupted so repeatedly that she was finally forcibly removed by order of the chairman, with a view to the better conduct of the public business.

At the close of the meeting, however, she returned, and producing a dog-whip, she heartily belaboured the unfortunate major with it, exclaiming, "You scoundrel! You cur!"

"And this my revenge!" Major West took his "punishment" bravely, and continued to smoke his cigar. As a matter of fact, he seemed to rather enjoy the incident.

There was, at any rate, plenty of laughter from the other members of the board, several of whom went to the major's assistance, and drew off his assailant.

Afterwards the police appeared upon the scene, but Major West declined to give Mrs. Moran into custody.

BRITISH TELEGRAPHISTS IN FRENCH EMPLOY.

Surprise has been created at Halifax, Nova Scotia, by the receipt of news that the British cable operators employed at St. Pierre and Miquelon, in connection with the French cables landed there, have been notified they must take the oath of allegiance to France if they wish to retain their positions. People are at a loss to imagine what has prompted this order. The islands are in no way a French military or naval base, as the treaty ceding them to France provides that, no fortification shall be erected, and that the garrison is to consist of no more than 100 men.

THE FAR EAST IN PARLIAMENT.

THE ESTIMATES AND THE CHINA CRISIS. (March 4th.) In Committee of Supply on the Navy Supplementary Estimates, on a vote for an additional number of men and boys, not exceeding 600, for the sea and coastguard Mr. Petyman said that in the absence of the Financial Secretary he desired to explain that this vote merely concerned the Colonial contingent in China. New South Wales provided 25, Victoria 197, and South Australia 120 men, with the *Protector* gunboat. It was necessary under the Colonial Naval Defence Act of 1865, section 9, to obtain the sanction of Parliament to bear those men on the vote. He did not ask the House to believe that those men were necessary in order to give effect to the naval strength of the mother country in China. It was not the actual force, but the moral force which lay behind which was in question. (Cheers.) The value in the eyes of the Empire and the world of that small body of 600 men side by side with our own sailors, soldiers, and marines was such that he did not think there would be any difference of opinion in the House in regard to the vote. The Colonial contingent had been most honourably mentioned by the commanding officer of the station. Their services were most valuable and were highly appreciated, and their gallantry was conspicuous on all occasions. (Hear, hear.) The vote was passed by a majority of 168.

On the vote of £1,250,000 for the Navy services, Mr. Petyman explained that the actual cost of the services of the men just voted was about £25,000. The contingent were paid at the same rate of pay and allowances as our own sailors, and they served for about seven months. He went on to remark that one of the reasons why repairs had exceeded the estimates was the unforeseen trouble in China, which made it necessary that every vessel that could be put into a fit state for services should be got ready, and it was chiefly the overtime that was worked in consequence that had caused the excess on the item of repairs. Under miscellaneous services a large part of the increase was due to the services of the naval contingent and fleet in China. The China trouble was an unforeseen event as to which the Government was perfectly justified in asking for a supplementary estimate.

Mr. Flynn said he noticed an item of £2,500 paid to the South Australian Government for the use of a gunboat in China. It did not appear that such a transaction gave evidence of a very high character. Sir C. Dilke, referring to the extraordinary delay in construction, said that three Japanese battleships larger than the *Albatross* were begun after her. They were all in commission and two of them were already in China or Japanese waters, while the third was about to leave for the Far East. These were tangible facts, and with all our pushing on we were miserably behind the performances of the Japanese Government.

Mr. Petyman having given a general reply, Mr. Bartley said the hon. gentleman had not explained why Japanese boats could be turned out so much quicker.

Mr. Petyman said we had a very large number of ships under construction, and it was perhaps not difficult to select a few of them and say the Japanese ships had been turned out more quickly. There had no doubt been fortunate delays in regard to some of the contracts, but we had had ships turned out as quickly as the Japanese ships were built. With regard to the criticism as to coal contracts, he said that not more than half the increase for coal was due to the rise in price. Half was due not to that cause alone, but also to the increased quantity that had to be bought on account of the trouble in China. When that trouble broke out the Admiralty were faced with the question whether they should buy not only what was necessary for the supply of the Navy during the crisis but also sufficient to increase the stock in foreign stations. Although the price was as high as 25s. they could not hesitate for a moment. (Hear, hear.)

RUSSIA AND MANCHURIA.

(4th.) Sir E. Ashmead-Bartley asked the Under-Secretary of State for Foreign Affairs whether the Governments of Great Britain, Germany, and Japan had protested against the ratification by the Chinese Government of the agreement lately concluded between the representatives of Russia and China in Manchuria; and whether that agreement, if carried out, would prevent the subjects of any other Power from obtaining concessions in Manchuria, and would place the trade and customs of Manchuria under Russian control.

Viscount Cranborne: The question to which my hon. friend refers is engaging the earnest attention of His Majesty's Government and is the subject of communication between the Powers. In the opinion of His Majesty's Government any statement or discussion on the subject at the present time would be inexpedient.

THE STEAMSHIP "KOWSHING."

Sir Mark Stewart asked Lord Cranborne if he could give the House of Commons any information as to the British steamer *Kowshing*, sunk by the Japanese in their war with China; whether the Chinese offered to refer the case to arbitration; whether arbitration was accepted, and if so, whether anything came of it before the commencement of the present hostilities; and whether he can give the House any assurance that the case will not be lost sight of, but that it will be included in the bill of indemnity to be paid at the end of the present war by the Chinese Government to this country.

Viscount Cranborne said: The Chinese Government accepted the offer of Her Majesty's Government to refer the case to arbitration, and the terms of reference to the arbitrator were under discussion when the disturbances broke out in China. In the actual circumstances further delay is inevitable, but the case will certainly not be lost sight of. As the case is to be decided by arbitration, it is clear that there can be no question of payment until the arbitrator has given a decision.

OFFICERS' EXPENSES IN CHINA.

(5th.) Sir S. King asked the Secretary for India whether any provision had been made for assisting officers of the Indian Staff Corps who were engaged in the operations in China to meet the extra expenses entailed upon them by having to organise messes at Tientsin and elsewhere, and provide warm clothing for themselves, and their servants, and by the higher price of all stores as compared with India.

Lord C. HAMILTON: General Gazelee was informed on Jan. 10 that if he would submit proposals for reasonable lodging, fuel, and lighting allowances, they would be transmitted to the War Office for consideration.

CHINESE TARIFF REVISION.

In answer to EARL PERCY, Viscount Cranborne said: In December, 1899, Her Majesty's Minister reported that an Imperial decree had been issued appointing two Chinese Commissioners to revise the tariff of China in consultation with Sir R. Hart. The decree, however, contained no reference to the abolition of *Wah*. We have not heard that the Commission has made any report.

Mr. Henry I. Wilson has given notice of the following resolution on opium:—To call attention to the Indo-Chinese opium trade; and to move that, in the revision of treaty relations between this country and China, it is desirable to offer to the Chinese Government complete freedom to take such measures, whether by increased taxation or otherwise, as it may judge necessary for the suppression of the opium traffic.

RUSSIA AND MANCHURIA.

(7th.) Mr. C. Hobhouse asked the Under-Secretary for Foreign Affairs whether he had yet received any confirmation in writing of the promise given orally to the British Ambassador in St. Petersburg that the occupation of Manchuria by the Russians was to be neither virtual nor actual; and if not, whether he expected to receive such confirmation; and, if so, at what time.

Viscount Cranborne: The despatch from His Majesty's Ambassador at St. Petersburg reporting his conversation with the Russian Minister for Foreign Affairs on the subject of the Russian occupation of Manchuria to which the hon. member refers will be presented to Parliament at once. The text of this despatch was seen and approved by Count Lamsdorff at the end of last month.—L.C. Express.

GREAT BRITAIN AND GERMANY.

THE ANTI-ENGLISH FEELING.

Under the heading "An Epidemic of Hatred," the *New Wiener Tagblatt* publishes a letter from a German subject in Berlin, who endeavours first to define, and then to explain, Anglophobia in Germany. He says:—

It is a melancholy fact, but there exists a hatred of England among the German people, which, in extent and intensity, surpasses everything felt here towards any other nation, France included. It is so contrary to the innate tolerance and cosmopolitan spirit of the German; it is so much an instinctive antipathy not only against England as a Power, but against the English national character; it is so little restricted to any party or any class—Agriculturists and Conservatives being as much inspired by it as Liberals and Social Democrats; it is so violent, passionate, and so ready to flare up, with or without an opportunity; it is so rooted and so much like an epidemic, that we here, who believe we know the German mind, are puzzled by it as by a most remarkable psychological enigma. It is not against the Anglo-Saxon race, because even our Agrarians, who are always quarrelling with the Americans, make a difference between them and the English. It was not caused by the South African War, which only aggravated it, because it existed long before, and, though pent up, broke out on more than one occasion before the war. It has assumed dimensions which bordered on the romantic; and it is decidedly overdue and contrary to German interests. It is not even an expression of the independence of the German mind, as it runs counter to the policy both of Emperor and Government. Only a fool would want Germany to actively interfere for the Boers. What then can be the reason of this outspoken enmity to England? There is no answer to the question. Only time can bring about an abatement of the passion. Meanwhile, the responsible leaders of German policy must quietly suffer action in the interests of Germany to be repaid by offensive suspicions.

OBITUARY.

We much regret, says the *L. & C. Express*, to hear of the death of Mr. Joseph Farbridge Holliday, which took place suddenly at Knutsford, Cheshire, on 3rd inst., in his fifty-ninth year. He had said good-night to everyone the evening before in the best of health and spirits, but as he did not come down as usual next morning he was called, and it was then discovered he had passed away in the night, owing to heart failure. He was senior partner of the firm of Holliday, Wise and Co., of Manchester and China. Educated at Cheltenham College, he joined the business in 1866, and first went to China in 1863, becoming a partner in 1867. The following year he returned home and married Emily, eldest daughter of Mr. Long, of Alderley Edge, a partner in George Fraser, Son and Co., Manchester. He remained at home till 1874, when he went out again to Shanghai, where he was till 1887, when he practically returned home for good. It was during this time that he commanded the Volunteer Corps, which had all but died out. Since

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
INADA MARU.....	Kobe and YOKOHAMA	To-MORROW, 12th April, at Daylight
W. Bainbridge.....	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLON and PORT SAID	FRIDAY, 19th April, at Daylight
SANUKI MARU.....	NAGASAKI, Kobe and YOKOHAMA	FRIDAY, 19th April, at Noon
KASUGA MARU.....	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, Kobe and YOKOHAMA	FRIDAY, 19th April, at 4 P.M.
IDZUMI MARU.....	MOJI, Kobe and YOKOHAMA	TUESDAY, 23rd April, at Noon
HIROSHIMA MARU.....	Kobe and YOKOHAMA	FRIDAY, 26th April, at Daylight
SHINANO MARU.....	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 26th April, at 4 P.M.
YAWATA MARU.....		

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 3rd April, 1901.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ASTORIA.....	NEW YORK.	About 4th May.
Osternann.....	(Via SUEZ CANAL.)	

For further Particulars as to Freight, &c., apply to

CARLOWITZ & Co., Agents. HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD, OSTASIATISCHER FRACHTDAMPFER DIENST.

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TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 23rd April, at Noon.
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HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Thursday, 16th May, at Noon.
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NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 11th June, at Noon.
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THE Twin Screw Steamship

"AMERICA MARU"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 23rd April, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco, in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.	
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City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 30th April, at Noon.
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China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Saturday, 25th May, at Noon.
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S.S. "S" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 18th June, at Noon.
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THE U.S. Mail Steamship

"CITY OF PEKING"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 30th April, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

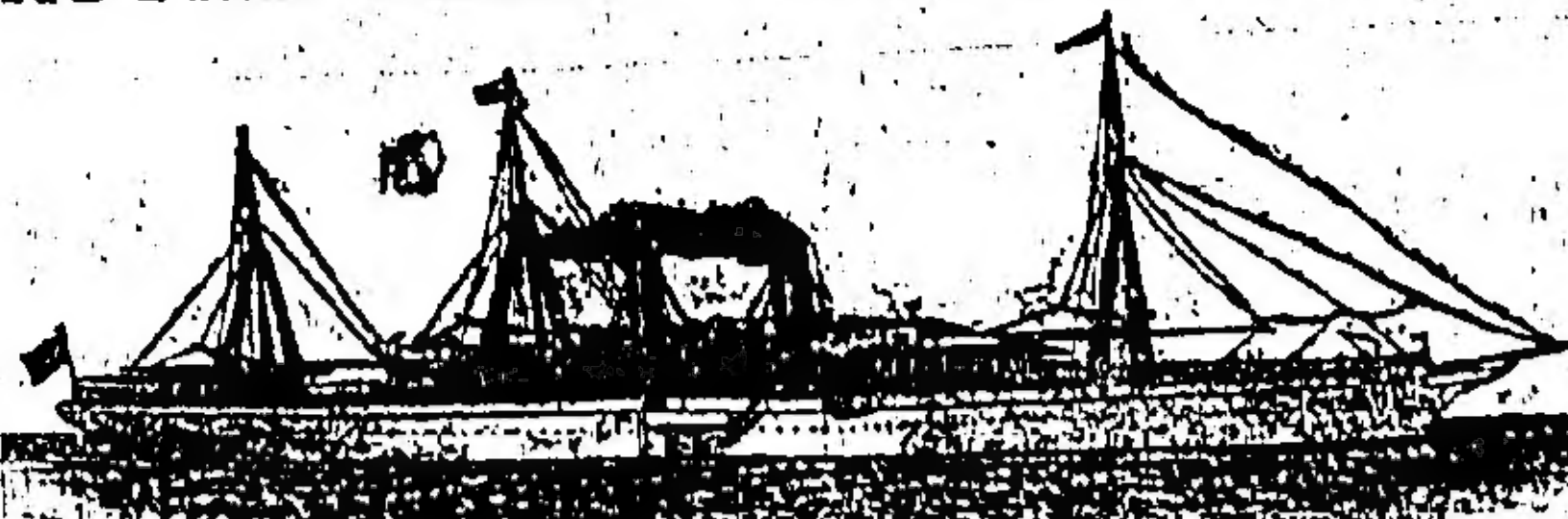
Consular Invoices to accompany Cargo destined to ports beyond San Francisco, in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Agent.

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, via CANADA AND THE UNITED STATES

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 24th April.
EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R...WEDNESDAY, 15th May.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 5th June.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, 10, Pall Mall, London, W.

Hongkong, 3rd April, 1901.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.	
Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Saturday, 13th April, at Noon.

Gaite (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 7th May, at Noon.
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Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Saturday, 1st June, at Noon.
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THE Company's Steamship

"COPTIC"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 13th April, at Noon. Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 3rd April, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Strathgyle... about April 18

THE Steamship

"STRAITHGYLE"

will be despatched for SAN DIEGO and SAN FRANCISCO, via MOJI, KOBE, YOKOHAMA and HONOLULU, on or about THURSDAY, the 18th instant.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany Cargo destined to Ports beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

HONGKONG, 3rd April, 1901.

NORTHERN PACIFIC STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE and YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers.	Tons	Captains.	Proposed Sailings
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Glenogle	3,750	W. Frakes	April 12
Olympia	2,837	J. Truebridge	April 25
Tacoma	2,811	A. Dixon	May 17

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £1.

Excellent accommodation. First-class Table.

Doctors and STEWARDESSE carried.

Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to New York in 4 days. MAGNIFICENT SCENERY of the ROCKY and CASCADE MOUNTAINS. THE YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35.

The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA to DYNA and ST. MICHAEL.

Rates of Passage to other Ports on application.

Special rates allowed to members of Government Service.

For further information as to Passage or Freight, apply to

DODWELL & Co., LIMITED, General Agents.

Hongkong, 11th April, 1901.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, FLYMOUTH and LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).

THE Steamship

"CHUSAN"

Captain C. L. Daniel, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 13th April, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, India and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles, and London; other Cargo for London, &c., will be conveyed via Bombay with Transshipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 25th March, 1901.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessel during her stay in Hongkong Harbour:

ADOLPH OBRI, American ship, Ambsbury—Standard Oil Co.
SEA WITCH, American ship, Howes—Master, HATTIE C. SMITH, American schooner, Riley, Master.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
SHANGHAI.....	"FOATING"	13th instant.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.....	"TSINAN"	23rd instant.
MANILA.....	"TSINAN"	23rd instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 11th April, 1901.

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS.	TO SAIL.
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GLASGOW.....	"ULYSSES"	12th April.
GLASGOW and LIVERPOOL.....	"CALCUTTA"	20th April.
	"DARJANUS"	28th May.

HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
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LONDON.....	"IDOMENEUS"	16th April.
"VIA MANILA.....	"AGAMEMNON"	18th April.
	"AJAX"	30th April.
	"ANTENOR"	14th May.
LIVERPOOL (DIRECT).....	"TANTALUS"	15th April.
(Taking Cargo at LONDON RATES.)	"PYRRHUS"	15th May.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

Hongkong, 10th April, 1901.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship

"ESMERALDA"

Captain G. T. Blackland, will be despatched as above TO-MORROW, the 12th instant, at 5 P.M.

This Steamer has Superior Accommodation for Passengers and is fitted with the Electric Light.

A Doctor is carried. For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 10th April, 1901. [409c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.

THE Company's Steamship

"DAIJIN MARU"

Captain T. Ogata, will be despatched for the above Ports, on SUNDAY, the 14th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 8th April, 1901. [226c]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"PERLA"

Captain R. W. Almond, will be despatched as above, on MONDAY, the 15th instant, at 5 P.M.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried. For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 10th April, 1901. [399c]

THE OSAKA SHOSHEN KAISHA.

FOR TAKAO.

THE Company's Steamship

"TAITO MARU"

Captain S. Hirai, will be despatched as above on or about MONDAY, the 15th instant.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 9th April, 1901. [407c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEEN, SUEZ, PORT SAID, FUME and TRIESTE.

(Taking Cargo at through Rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"TRIESTE"

Captain Mitis, will be despatched as above on TUESDAY, the 16th instant, at 5 P.M. Silk and Valuables are transhipped on arrival at Bombay into an accelerated liner.

For Information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents.

